

INTEGRATION OF MASS TRANSIT

The SEIS examined how roads in the North Corridor and transit would be built to **function cohesively**.



Cross section of trail, transit, Legacy Parkway and I-15 in the Centerville area

With all of the transit improvements identified in the Long-Range Transportation Plan incorporated by the year 2020, transit will account for 4.6% of peak period commuters in the North Corridor.

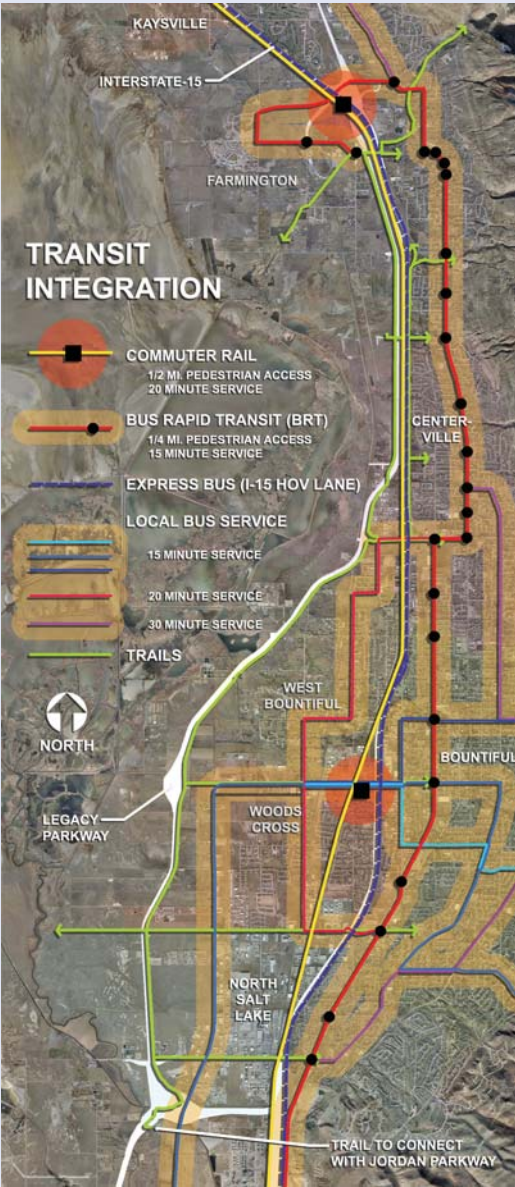
These include:

- Commuter rail
- Davis County Bus Rapid Transit (BRT)

By incorporating additional enhancements beyond those planned, up to 5.3% of peak period commuters would use transit options. In other words, about 150 more riders per hour would take transit than would by just implementing the Long Range Plan for transit. The additional enhancements include:

- More frequent commuter rail
 - More convenient transit access and transfers
 - Transit-supportive development
 - Higher downtown parking fees
- 150 more transit riders per hour at peak travel times

TRANSIT INTEGRATION



Land use with commuter rail stations and trails linking to transit locations/park-and-rides

PROJECTED INTEGRATION ANIMATION

TRANSIT INTEGRATION

UDOT is working with UTA to integrate transit options including:

- Interchanges that provide feeder bus and park-and-ride access to the rail station in Farmington at the I-15/U.S. 89 interchange
- New highway bridges designed to accommodate commuter rail trains
- UDOT contributed funding to develop an integrated design and ensure compatibility between transit and roadway right-of-way

Transit will play an important role in serving North Corridor travel needs. However, fewer than 10% of Corridor trips go to transit-oriented destinations within Salt Lake City's downtown central business district.

- Legacy Parkway serves long-distance, beltway travel patterns, which cannot be replaced with transit options aimed at downtown
- As part of the Shared Solution, Legacy Parkway would integrate express buses, carpools and other high-occupancy highway-based vehicles
- U.S. 89, I-15 and commuter rail will integrate buses, rail and roadways for downtown commuter trips and transfers

Roads and transit work together, each serving important shares of 2020 travel demand.